Excerpt from the CITY PLANNING COMMISSION MINUTES Minneapolis Community Planning & Economic Development (CPED) Planning Division

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MEMORANDUM

DATE: December 4, 2012

TO: Steve Poor, Planning Manager – Zoning Administrator, Community Planning &

Economic Development - Planning Division

FROM: Hilary Dvorak, Interim Planning Manager, Community Planning & Economic

Development - Planning Division, Development Services

CC: Jason Wittenberg, Interim Planning Director, Community Planning & Economic

Development Planning Division

SUBJECT: Planning Commission decisions of October 29, 2012

The following actions were taken by the Planning Commission on October 29, 2012. As you know, the Planning Commission's decisions on items other than rezonings, text amendments, vacations, 40 Acre studies and comprehensive plan amendments are final subject to a ten calendar day appeal period before permits can be issued.

Commissioners present: President Motzenbecker, Cohen, Kronzer, Luepke-Pier, Mammen, Schiff, Tucker and Wielinski – 8

Not present: Huynh (excused)

Committee Clerk: Lisa Baldwin (612) 673-3710

- 8. Minneapolis Public Schools (BZZ-5725 and PL-268, Ward: 5), 1310 21st Ave N, 1311 22nd Ave N, 1313 22nd Ave N, 1315 22nd Ave N, 2105 Girard Ave N, 2115 ½ Girard Ave N, 2121 Girard Ave N, 2125 Girard Ave N, 2131 Girard Ave N, 2135 Girard Ave N, 2137 Girard Ave N (Becca Farrar).
 - **A. Rezoning:** Application by M.A. Mortenson Development, Inc., on behalf of Minneapolis Public Schools (MPS), to rezone a portion of the site from the R4 (Multiple-family) District to the R5 (Multiple-family) District in order to unify the underlying zoning on the entire site located at 1310 21st Ave N, 1311 22nd Ave N, 1313 22nd Ave N, 1315 22nd Ave N, 2105 Girard Ave N, 2115 ½ Girard Ave N, 2121 Girard Ave N, 2125 Girard Ave N, 2131 Girard Ave N, 2135 Girard Ave N, 2137 Girard Ave N.

Action: The City Planning Commission recommended that the City Council adopt the findings and <u>deny</u> the rezoning petition to change the zoning classification of the properties located at 1310 21st Ave N, 1311 22nd Ave N, 1313 22nd Ave N, 1315 22nd Ave N, 2115 ½ Girard Ave N, and 2137 Girard Ave N to the R5 (Multiple-family) District.

Aye: Cohen, Kronzer, Luepke-Pier, Schiff and Tucker.

Nay: Mammen and Wielinski.

Absent: Huynh **Motion passed.**

B. Rezoning: Application by M.A. Mortenson Development, Inc., on behalf of Minneapolis Public Schools (MPS), to rezone the entire site located at 1310 21st Ave N, 1311 22nd Ave N, 1313 22nd Ave N, 1315 22nd Ave N, 2105 Girard Ave N, 2115 ½ Girard Ave N, 2121 Girard Ave N, 2125 Girard Ave N, 2131 Girard Ave N, 2135 Girard Ave N, 2137 Girard Ave N to add the Transitional Parking (TP) Overlay District.

Action: The City Planning Commission recommended that the City Council adopt the findings and <u>deny</u> the rezoning petition to add the Transitional Parking (TP) Overlay District to the properties located at 1310 21st Ave N, 1311 22nd Ave N, 1313 22nd Ave N, 1315 22nd Ave N, 2105 Girard Ave N, 2115 ½ Girard Ave N, 2121 Girard Ave N, 2125 Girard Ave N, 2131 Girard Ave N, 2135 Girard Ave N, and 2137 Girard Ave N in order to construct a new 150 space surface parking lot.

Aye: Cohen, Kronzer, Luepke-Pier, Schiff and Tucker.

Nay: Mammen and Wielinski.

Absent: Huynh Motion passed.

C. Conditional Use Permit: Application by M.A. Mortenson Development, Inc., on behalf of Minneapolis Public Schools (MPS), to amend the conditional use permit for a Planned Unit Development for the properties located at 1310 21st Ave N, 1311 22nd Ave N, 1313 22nd Ave N, 1315 22nd Ave N, 2105 Girard Ave N, 2115 ½ Girard Ave N, 2121 Girard Ave N, 2125 Girard Ave N, 2131 Girard Ave N, 2135 Girard Ave N, 2137 Girard Ave N to add the Transitional Parking (TP) Overlay District.

Action: The City Planning Commission adopted the findings and <u>denied</u> the conditional use permit application to amend the Planned Unit Development to construct an additional 150 space surface parking lot on the properties located at 1310 21st Ave N, 1311 22nd Ave N, 1313 22nd Ave N, 1315 22nd Ave N, 2105 Girard Ave N, 2115 ½ Girard Ave N, 2121 Girard Ave N, 2125 Girard Ave N, 2131 Girard Ave N, 2135 Girard Ave N, and 2137 Girard Ave N.

Aye: Cohen, Kronzer, Luepke-Pier, Schiff and Tucker.

Nay: Mammen and Wielinski.

Absent: Huynh **Motion passed.**

D. Conditional Use Permit: Application by M.A. Mortenson Development, Inc., on behalf of Minneapolis Public Schools (MPS), for a conditional use permit for a principal parking facility that includes a total of 150 surface parking stalls located at 1310 21st Ave N, 1311 22nd Ave N, 1313 22nd Ave N, 1315 22nd Ave N, 2105 Girard Ave N, 2115 ½ Girard Ave N, 2121 Girard Ave N, 2125 Girard Ave N, 2131 Girard Ave N, 2135 Girard Ave N, 2137 Girard Ave N to add the Transitional Parking (TP) Overlay District.

Action: The City Planning Commission adopted the findings and <u>denied</u> the conditional use permit application for a principal parking facility to amend the Planned Unit Development to construct an additional 150 space surface parking lot that includes a total of 150 surface parking stalls on the properties located at 1310 21st Ave N, 1311 22nd Ave N, 1313 22nd Ave N, 1315 22nd Ave N, 2105 Girard Ave N, 2115 ½ Girard Ave N, 2121 Girard Ave N, 2125 Girard Ave N, 2131 Girard Ave N, 2135 Girard Ave N, and 2137 Girard Ave N.

Aye: Cohen, Kronzer, Luepke-Pier, Schiff and Tucker.

Nav: Mammen and Wielinski.

Absent: Huynh Motion passed.

E. Variance: Application by M.A. Mortenson Development, Inc., on behalf of Minneapolis Public Schools (MPS), for a variance of the TP Overlay District standards regarding the allowable width of surface parking lots for the properties located at 1310 21st Ave N, 1311 22nd Ave N, 1313 22nd Ave N, 1315 22nd Ave N, 2105 Girard Ave N, 2115 ½ Girard Ave N, 2121 Girard Ave N, 2135 Girard Ave N, 2137 Girard Ave N to add the Transitional Parking (TP) Overlay District.

Action: The City Planning Commission adopted the findings and <u>denied</u> the variance application of the Transitional Parking (TP) Overlay District standards regarding the location and allowable width of surface parking lots on the properties located at 1310 21st Ave N, 1311 22nd Ave N, 1313 22nd Ave N, 1315 22nd Ave N, 2105 Girard Ave N, 2115 ½ Girard Ave N, 2121 Girard Ave N, 2125 Girard Ave N, 2131 Girard Ave N, 2137 Girard Ave N.

Aye: Cohen, Kronzer, Luepke-Pier, Schiff and Tucker.

Nay: Mammen and Wielinski.

Absent: Huynh Motion passed.

F. Site Plan Review: Application by M.A. Mortenson Development, Inc., on behalf of Minneapolis Public Schools (MPS), to amend the approved site plan to allow an additional 150 off-street parking spaces for the MPS Davis Center (new MPS district headquarters building) located at 1310 21st Ave N, 1311 22nd Ave N, 1313 22nd Ave N, 1315 22nd Ave N, 2105 Girard Ave N, 2115 ½ Girard Ave N, 2121 Girard Ave N, 2125 Girard Ave N, 2131 Girard Ave N, 2135 Girard Ave N, 2137 Girard Ave N to add the Transitional Parking (TP) Overlay District.

Action: The City Planning Commission adopted the findings and <u>denied</u> the application to amend the approved site plan for a planned unit development to allow an additional 150 space surface parking lot for the MPS Davis Center on the properties located at 1310 21st Ave N, 1311 22nd Ave N, 1313 22nd Ave N, 1315 22nd Ave N, 2105 Girard Ave N, 2115 ½ Girard Ave N, 2121 Girard Ave N, 2125 Girard Ave N, 2131 Girard Ave N, 2135 Girard Ave N, 2137 Girard Ave N.

Aye: Cohen, Kronzer, Luepke-Pier, Schiff and Tucker.

Nay: Mammen and Wielinski.

Absent: Huynh Motion passed.

G. Plat: Application by M.A. Mortenson Development, Inc., on behalf of Minneapolis Public Schools (MPS), for a preliminary and final plat to consolidate the subject lots into a single lot for the properties located at 1310 21st Ave N, 1311 22nd Ave N, 1313 22nd Ave N, 1315 22nd Ave N, 2105 Girard Ave N, 2115 ½ Girard Ave N, 2121 Girard Ave N, 2125 Girard Ave N, 2131 Girard Ave N, 2135 Girard Ave N, 2137 Girard Ave N to add the Transitional Parking (TP) Overlay District.

Action: The City Planning Commission adopted the findings and <u>denied</u> the preliminary and final plat application to consolidate the subject lots into a single lot for a 150 space surface parking lot on the properties located at 1310 21st Ave N, 1311 22nd Ave N, 1313 22nd Ave N, 1315 22nd Ave N, 2105 Girard Ave N, 2115 ½ Girard Ave N, 2121 Girard Ave N, 2125 Girard Ave N, 2131 Girard Ave N, 2135 Girard Ave N, 2137 Girard Ave N.

Aye: Cohen, Kronzer, Luepke-Pier, Schiff and Tucker.

Nay: Mammen and Wielinski.

Absent: Huynh **Motion passed.**

Staff Farrar presented the staff report.

Commissioner Kronzer: Can you help us understand the on-street parking situation in this area? I know Fremont and Emerson are pretty heavily used streets, have the high frequency number five bus on it, but is there available on-street parking in the area?

Staff Farrar: There is available on-street parking in the area, but I'm sure their traffic consultant will have some specific figures for you. I don't have specific figures. I think the argument we're making is that there shouldn't be a lot of overflow in the neighborhood given the fact that peak demand with their approved TDMP shouldn't result in any overflow in the public streets.

Commissioner Luepke-Pier: I can answer that for Commissioner Kronzer as I have a client approximately one block away from this site. I have no problem finding parking regardless of the time of day, anytime between 8:00 a.m. and 6:00 p.m. at the various times I've stopped in at this site. The entire block of Irving between Broadway and 21st has one vehicle on it at any given time that I've ever been on it; specifically the last two months frequently. One block away, ample parking, both sides of the street, just fine.

Staff Farrar: One other thing I wanted to mention is that this is an exciting facility; it's great for West Broadway and just opened in August. One of the things that we've also said in addition to finding a solution that's not just surface parking for those that are going to be coming to this facility, but we've also said that we'd like to wait for them to operate for a period of time so we can actually see what's going on here. Given the fact that that hasn't happened, there's only been a couple of months since this facility has been opened, it doesn't really allow for us to be able to do any further analysis as to what would be appropriate on this site.

President Motzenbecker opened the public hearing.

Mark Bollinger (1250 W Broadway) [not on sign-in sheet]: With all due respect, and it's been a real pleasure working with staff, we do have some different numbers and a little different view of what's going on at the site. I hope you got my handout. I'm not going to question staff's minimum and maximum parking. I have updated this a couple times and even as late as today to be as transparent with you and show you as much as I can. There are 490 spaces at the site and we are requesting 640, an additional 150 across the street. Some of the things I'd like to draw to your attention are that our staff numbers have gone up. We have about 605 employees assigned to the current location and I would say administrative employees. There's another 20 teachers that are assigned to location as we have an educational component on the fifth floor, on the south side it's an adult basic education component. We're at about 80% on any given day which results in about 501 parking spots. We have a north side welcome center where we welcome new families and people into Minneapolis public schools. That varies from time of year, time of day or time of need but it is for bringing in new students, for testing and things as such. The peak need on there we figured about 25 spaces. What I'm offering here is about eight spaces on typical office hours that we need at that location. Our adult students, many of which do drive, what we're doing here is allowing for about 67% of those students, which ranges anywhere from 9:00 a.m. to 9:00 p.m. we will offer up three different sections, one is not being taken at this point, but my Director of Community Ed believes that that will increase as time goes on because we're in a new location. I'm asking for 100 spaces at that location. Professional development and leadership, in as much as we're not your typical office complex, as a matter of fact we're unique being a school in the district, we do have unique options that we offer to staff. We do professional development on site where we bring in all of our teachers and non-teaching staff.

We also have leadership training for our principals, assistant principals and teachers. That can be anywhere, different size and different times. I tried to show you some peak numbers on the next page on all these things I'm talking about. We figured a peak estimated need for about 147, but we're only asking for a percentage of that at 54 spaces. This does provide development for all 6400 staff members that we have at Minneapolis Public Schools. Last, but not least, is all of our visitor parking. Not only in the professional and leadership meeting, additionals that we have coming, but we do have a district service center there that services all 6400 staff members who come in and need help with HR or financial items. We have community conference areas so the community has space to come in. We figure our peak estimate at about 40, asking for about 25. On the next page, it shows what we're trying to do across the size. The 45% was a goal that staff showed to you, we have been unable to meet that goal. We have been advertising this since the October 2010, we continue to advertise and continue to still try to get there. On the last sheet, I tried to identify several items that we're working through with our efforts in going with alternative transportation. You will see in our policy just before that, we're requiring 3% of all spaces to be for carpooling so we have 15 spaces for that. We've identified alternative transportation and a parking coordinator on this site. We have electric vehicle charging stations. We have 25 spaces identified for fuel efficient, low emitting cars. We are working a mass transit program, cards for all 6400 staff. As late as 1:00 p.m. today, we've met with Metro Transit and got a good offer from them in negotiating a good price for our staff to be able to buy cards and try something different. We are encouraging bicycle short term parking, we have 44 spots. We have six long term parking lockers on-site. We also have shower and locker rooms, not only for the bicycle long and short term, but for walking as well. We've identified two parking spots for motorcycles. We're running pilot programs right now about telecommuting. We do still park on the street. We do fill along Girard on both sides. We do have some parking across the street behind the Shiloh Temple. We own about 34 parking spots there on the north side of the North High football field that we take advantage of. We assign those to leadership staff. One of our big concerns though is when we start having bad weather and snow. We would expect one side of each street to shut down in the winter time. We will be plowing snow in our own lots and it will take away parking spots from us in the process until we're able to move that snow somewhere else. In the winter time, we have always coordinated with other communities, we would do this with this community as well to allow some off-street parking in the evenings when we're not using some of those lots.

Commissioner Schiff: Has the use in the building changed since your initial Traffic Demand Management Plan was written?

Mark Bollinger: When we did the original management plan, we assumed what we were going to do in the building, we never experienced it. The experience changed a little bit. We're experiencing more use of the building. People are coming in and taking advantage of our conference rooms.

Commissioner Schiff: But the number of employees, the number of classes for adult basic education – all that was anticipated and accounted for?

Mark Bollinger: The number of employees have gone up a little bit. We started with 554 back in 2008 when we ran a study. When we ran a study in 2010 I think it went up to 556 or so. Since that time it's jumped up to 605 now. Part of that is that because we're able to move some additional administrative staff out of some of the other schools into this building to open up more space at our buildings for educational components.

Commissioner Tucker: Why do you assume 80% headquarter staff is going to park every day? Where does that number come from?

Mark Bollinger: It's not as much of an assumption as experience. We were really hoping to get 45% out of there, but we're not experiencing that now. Being a school district, we're a unique organization and a lot of our people have to go out into the buildings on a daily basis.

Commissioner Tucker: Why are you so far off from 45%?

Mark Bollinger: I really never expected just staff alone being that deep. I was really hoping we'd see more share rides from our leadership staff and under professional development coming in. We're not experiencing that at this point. We're going to encourage that with the new Metro Cards and such.

Commissioner Tucker: For adult basic education, where does the assumption of 67% come from?

Mark Bollinger: That's our experience as well. We also have a south side ABE that we run that experience from.

Commissioner Tucker: Are all 150 students there from 9:00 a.m. to 9:00 p.m.

Mark Bollinger: No. There's one shift. What you see there is a peak number. There's no overlapping. It's about 150 and then another shift is about 100. The middle shift is not in existence right now. We expect that to pick up. I'm not saying we're asking you for parking spots based on expectations, but if it's anything like our south side ABE when we moved it, we're up to 275 students in the first and third shifts and we're at around 225 in the middle shift right now.

Commissioner Tucker: If I understand your chart, your TDMP foresaw 422 spaces needed and you're finding you need 987. Am I seeing that right?

Mark Bollinger: Under peak occupancy when we have leadership and professional training, everything's there at one point. I'm expecting about 987 staff.

Commissioner Tucker: This chart here, is this a count or just adding up your numbers that you showed on the first page?

Mark Bollinger: These are my numbers that I run; these don't come from the count. We take counts every so often and this is where we think we're at.

Commissioner Tucker: I would love to hear more about your efforts to get alternate transportation working.

Mark Bollinger: On the last page, it shows some efforts we're talking about. A lot of this centers around the alternative transportation and parking coordinator doing an educational program with our staff, which you'll see as number two on the back page. It's a work in process. A lot of our staff are used to driving single people in cars coming to work and we're trying to avoid that.

Commissioner Tucker: By providing unlimited parking?

Mark Bollinger: We're not doing that when we cut down 30% at times. We have identified and reserved the very spaces that I mentioned on here, which does cut down on the parking so not just anybody can park anywhere in there. You'll see several spaces are being reserved and used for various things and a little bit more as we go along. Bicycles and motorcycles don't work very well in the winter time, but we're pushing that and have people in there using those.

Commissioner Kronzer: Do you have an anticipated date of when the Metropass will be up and running for your staff and students to this facility?

President Motzenbecker: That was something we had put in as a condition over a year ago and so I'm curious why it hasn't been put in place yet.

Mark Bollinger: Correct. We're doing a Go-To Pass program. I'm sure you've heard about it. It involves our high school students. We have two phases of the Go-To Pass Program. The high school students now are five different high schools; we just instituted that this year. The second phase will include two more high schools.

Commissioner Kronzer: I'm really concerned about this facility specifically.

Mark Bollinger: We're negotiating this as part of one of the phases in that process. We did start on that negotiating piece for the staff which is another big piece. We did negotiate one price this afternoon. I hope within another couple of weeks we'll have that down and then we'll have to run it through legal or run our policies and stuff up. I gave myself eight months, until June 30. I'm hoping by the time we do this and get it passed in front of the board and do a review and comment with some of our union groups then I hope three months or so we'll be there.

President Motzenbecker: You have 15 spaces for carpools, any idea how many of those are presently being used?

Mark Bollinger: Little to none.

President Motzenbecker: Is that the same for the low emitting fuel efficient vehicle spots?

Mark Bollinger: We fill those up on a daily basis. The charging stations, we're working through a grant with state right now and getting closer. We have power in. I tried to get a response from them today when we might get to that, but working with a grant, I think we were approved for that, it's just now a matter of working through the details. I hope sometime in winter or spring we'll have that there.

President Motzenbecker: Would you be opposed to more bike parking or more motorcycle parking if you could sneak it in?

Mark Bollinger: No.

President Motzenbecker: Part of my concern is some of these spaces being reserved but not being used so you're adding more spaces when spaces are sitting fallow already because nobody is using them. Is there a reason for not updating the TDMP with the new information that you have?

Mark Bollinger: This information I gave to you is just stuff I ran into in the last two days. I wanted to be transparent. I've been able to bring it down a little, but it's still quite a bit for us.

Commissioner Luepke-Pier: The parking summary that you compiled, is that the status of today?

Mark Bollinger: This is projected today peak. If you hit it at the right time.

Commissioner Cohen: The number for carpools, that's disappointing. I wonder if there are any incentives that can be provided for that can encourage more of it. Obviously, internally, when people carpool they split the cost of gas and wear and tear on cars. I just wonder if your parking coordinator can do anything along those lines or you have any suggestions that would encourage carpooling.

Mark Bollinger: One of the problems we're having is that so many of the staff, because they're supporting the schools, have to be out in the schools. One of the things that we did try to take a look at, and I'm not saying we've given up on it, was to be able to supply some vehicles at the location or another location that they could take and use. That does take another few parking spots in the process. One of the problems that we ran up against though is that the economy is not working on our side, we didn't have the funds to be able to do that. We really focus our funds heavily on our academic process, that's our core mission. In doing that, we had to delay that process.

Commissioner Luepke-Pier: If they're coming to work and then driving off to other schools, is there really a need to have a parking space for them?

Mark Bollinger: If they come to work and they work there for six hours a day and then they just run off to another school for two hours. They don't just come in there and take off right away. A lot of my people...I have construction coordinators in there that need to check construction sites some days, some days they don't.

Commissioner Luepke-Pier: Could you maybe figure out who goes where when or do they all leave and come back at the same time?

Mark Bollinger: Our schedules change daily and we don't know when we need to go out sometimes. We haven't been able to find a good method to make that happen. One of the things we are working on, we're trying to work a lot on webinars. We have video conferencing we're putting into the building. That gives us an opportunity to sometimes meet with some of the leadership without them having to come in. It also helps people coming in from coming in or us having to run out on short term just for one meeting.

Commissioner Luepke-Pier: What is the cost of some shared cars versus the cost of adding 150 parking spaces on half a city block?

Mark Bollinger: Part of that is also where the funding comes from. If you get into public financing, I can put in the public parking lot under a Fund 6 operation where a lot of times we buy some vehicles under Fund 6, some vehicles under Fund 1 and we want to watch where are funds are coming from on that. Fund 1 is our general fund and that's what goes to the all teachers and the educational components.

Commissioner Schiff: I am looking for a signage plan. Do you have designated spots for carpool parking?

Mark Bollinger: We do, in the back. I may not be saying this very well. We have 3%. They are located right along this area right in here, there are 25 of them. This is where the carpooling are reserved. The area through here is where the fuel efficients are reserved. We'll have charging stations over here. Motorcycle parking is here and most of this is handicapped down through here.

Commissioner Schiff: What about the rest of the non-fuel efficient...however you determine the rest of the spaces... are those signed at all, closest to the school?

Mark Bollinger: The 25 spaces for fuel efficient cars are all right in here.

Commissioner Schiff: To the east of that, are those signed?

Mark Bollinger: There is signage there for the fuel efficient.

Commissioner Schiff: Is there any objection to having those signed as carpool also?

Mark Bollinger: If we see these filling up, I don't have any problem with that. We had at least 3% to start with and that's the 15 that you saw. Unfortunately, the carpooling...rarely do I see more than two cars in that area. We try to encourage it; it's just not working at this point.

William Thomas (2011 Girard Ave N): I represent Khynu Inc. We have a small parking lot across the street from the school. We also control the parking for the building that's owned by Hennepin County that's a half a block long and by the church on the other side. My question is, the initial plan that they, whereby they were going to do something to the front of Broadway, would have been a more responsible thing to do and to put all this parking in the back of Girard. I listened to MPR news about two weeks ago. On MPR news, they repeated that from 5:00 a.m. for about three hours, about all the crime in north Minneapolis. Here's what they said, North Minneapolis gets 90,000 calls a year for north Minneapolis. About 60,000 calls are from Girard Ave N. They didn't specify where, they just said Girard. We have owned many businesses in that area and been involved in this area for over 30 years and we know what crime is and we know what goes on in those areas. Take a look at downtown Minneapolis...

President Motzenbecker: Can you tie this to the parking lot?

William Thomas: You hear things about people getting off work and going into parking lots. Parking lots are dangerous. What I think should be done before they even go to build that parking lot in the back of Girard, is they should do something to the front of Broadway. If you don't do something to the front of Broadway, you're going to create a lot of havoc in the back of Girard.

President Motzenbecker closed the public hearing.

Commissioner Schiff: I want to move item D first because I have an amendment to D and if that doesn't pass, then the rest of this may be moot today. I'd like to move two amendments to the conditional use permit. I recognize that the district has more use in this building than they have had in the past and when Carla Bates was on the Planning Commission, she made it abundantly clear to all of us how congested the school sites across the city were. In fact, the school district is

the last unit of local government to sign up for Metropass so if we can move the district towards participation in Metropass through approval of this item today then I think we'll be making progress, not just for this neighborhood where the district headquarters are, but for neighborhood schools throughout the city. The first condition of approval is that the Metropass program shall be in place for employees by June 30, 2013 for all city schools. The second condition is to talk about some of the congestion in neighborhood schools: Andersen Elementary, Richard R Green, Field School, South High School, Lyndale Elementary and Edison High School and directing the Public Works Department to work with Minneapolis Public Schools to address traffic, parking, pedestrian and bicycle issues in what I'm calling a modified Traffic Demand Management Plan for each of these sites with completion dates in 2013 and 2014. I just recently attended a meeting in Andersen Elementary School last week with Public Works and school staff and there's a lot of neighborhood dissatisfaction with what happens during pickup and drop off times, what happens when school is in place and there's really a need for the neighborhood to work with the school and with the Public Works Department to come up with a new plan for Andersen, which is the largest elementary school in this state. This lays out a system in which neighborhood schools can also have the congestion issues addressed in the next two years as the district works to move Metropass into a functioning program. I would move D with those two conditions added.

Commissioner Wielinski: I would second that if I could make an addition. Under the schools that they'd look at the sites for, I'd like to add Marcy Open School.

Staff Farrar: I had an opportunity to talk with the City Attorney about this and the fact of the matter is that with the recent discussions we've had regarding snow load, he has made a determination on these specific issues that affect other properties that are not before us. What he said to me was that any conditions of approval that you place on this project have to be reasonable and bear a nexus to the property at issue and that it doesn't open a property owner to the imposition of additional conditions on other properties that are not the particular subject of the application. Anything that MPS does here this evening, you should get them to voluntarily agree to on the record because that condition would not be legally defensible for any other properties.

Commissioner Tucker: That was my point; what's the nexus? What's the connection between this property and the suggested condition? I would love to have the public schools work on a more aggressive transit policy for their employees and visitors, but I'm not sure this is the way we can do it. Certainly by not expanding the amount of parking, we will put a little pressure on the tendency to show up in a single occupancy vehicle. I would love to see the preference for parking going towards to putting more shared parking closer to the doors. All these incentives I think would be very helpful. I think this would be a lot easier to evaluate after the Metropass has been negotiated and implemented and see what happens there and what affect that is and if nothing happens then revisit this. This is a little premature. Speaking directly to your suggested conditions, the second one I applaud but I don't see the connection to this application.

Commissioner Schiff: I guess I would ask the representative from the school district, do you concur or do you object to these conditions?

Mark Bollinger: No. I would voluntarily agree to that.

Commissioner Luepke-Pier: I will not be supporting Commissioner Schiff's motion or conditions. As much as I'm in favor of Metropass, I think that the numbers that they're showing for the parking summary far surpass the TDMP. They added more staff, more people and more programs. I find it interesting that given these high numbers, you can still find ample parking a block away which tells me there is not a need for a half block surface parking space in the middle of an urban core adjacent to a major commercial corridor. I am just not convinced when I can go

there any day during the week during business hours and find parking with no problem. It tells me there is a not a problem. To me, it tells me the current parking lot is more than ample for their needs if you can go one block away and park your car. I don't even have to circle the block.

Commissioner Mammen: I appreciate Commissioner Schiff's efforts to bring other issues here in this conditional use permit and those welcomed and on behalf of the board would welcome Mr. Bollinger's commitment to work stronger on a Metropass program as well as a stronger TDMP. We have 83 properties throughout the city and to use this as a wedge to any of those others...I mean, taking it out of context is a little bit difficult. I have found in the last two months that there is parking a block away and another block away at the boy's club and North Stars School, but what I think we don't want to miss is the opportunity we have to build a center on Broadway. This is something that is happening on Broadway and there is a change on Broadway. We are the largest employer that has moved in on Broadway. We can have West Broadway Alive, but somebody has to make it a commitment to make it alive. We want to make it alive and we want to make it alive with carpooling and alternative transportation. There are only two bus lines that go there. I ask you to consider what's possible in this area. Is this an office building or community center? It's more of a community center to me than I ever anticipated. There are a lot of people coming in and out. With the adult education program, what we've seen on Lake Street has been phenomenal. I advocate for a stronger relationship between the city and schools as we work through and do our planning. We can do better, we will do better. There have been a great deal of leadership changes. This new building is a game changer and symbolizes our commitment to this community.

Commissioner Luepke-Pier: From my point of view, I think you're right about building the community. My major concern is for the community and taking out a half block that could be housing seems to be counterintuitive to actually building a strong community. If anything, it almost seems to boil down to fear. Fear of people who weren't familiar with north who came to work there who were afraid to walk through the community. They are there to help our neighborhood, but yet they're scared of the people that they purport to serve. That was the problem we tackled before with this and that seems to be the problem now. I don't see a parking problem. I think that if everyone can park a block away, there's not a problem. If people are having a problem parking... I just don't know anywhere else in the city on a major commercial corridor where we would gladly bulldoze two city blocks for surface parking in this day and age in a walkable city. Thank God we don't have that same impetus in downtown or we wouldn't have half of the buildings we have. If Target headquarters alone had enough parking spaces in proportion to this we would be looking at a pretty vacant urban landscape. To me, I don't see this as strengthening the community, I see this as reinforcing people's negative stereotypes about north Minneapolis, feeding into their fears, making sure there's a guaranteed spot. How much effort or thought are they going to put into Metropass if they know there are 150 extra parking spots coming when there are already some available a block away? It just seems counterintuitive. If he just got the call at 1:00 p.m. today, I don't see any sincere efforts to give sustainable transit a try before just making the same repeat the last time this came before us. In looking at our neighborhood, there is a sea of parking already and now we're adding another sea of parking. I don't see the need. The only need that I see is the same one that existed when this first came before us and that is to support people's fears. I don't know how many employees live in the neighborhood, but if they all need to drive from somewhere else, they can learn to walk through it if that's the only way they get to know it. I will be danged if I'm going to let people drive into my community, pretend to serve it and drive out without setting one foot outside of a parking lot. It is a shame. For my community in north Minneapolis, I will not support this. Not this condition or any of the others or variances coming before us for all these reasons. It's not needed. They

haven't demonstrated a need at all. If anything, it tears the community farther apart and puts one more barricade between the people that need it most and what they're pretending to serve, so no.

Commissioner Mammen: I agree with that. In a perfect world if this was happening, but we're not talking about just surface parking, we're talking about vacant lots. Vacant lots that have been vacant for quite some time with no development with another half a block facing Broadway which offers more development. If I thought there were developers to put family housing there, I wouldn't see much of an urgency for this, I'd wait that out too. I'd love to see that happen. I worked on the north side for many years. I love that neighborhood, but I don't see it happening. I see this is as an opportunity to build an infrastructure.

Commissioner Kronzer: I think this is a game changer. I don't think we know enough. Metropass hasn't been implemented yet. These other projects that are coming on board aren't on board yet. I'm not ready to approve the CUP until we see a little more of what's going to shake out in the next year or so. I do support the zoning change because it will help this particular site get developed regardless of what happens.

Commissioner Schiff: Question for Mr. Bollinger, the Metropass program, as far as employees of the district today, are they eligible to enroll in the program? You've only made it available for students.

Mark Bollinger: The program is only developed for students. We had intended, after we negotiated the second phase which we're pretty much done with that, then we would go after the ones for the staff.

Commissioner Schiff: I spoke to you about this several times in the last couple days, currently your teacher contracts include a promise of an off-street parking space.

Mark Bollinger: Inside the teacher contract, each teacher has a parking space on site or one that we reserve near site. With something like Marcy, we have to buy spaces for that.

Commissioner Schiff: I just want to encourage commissioners to vote for the motion because as long as parking spaces are not mandated by the city as...as long as participation in Metropass is not mandated by the city as it could be in this motion before us, then it's subject to bargaining rights in the district and I would hate to miss on that opportunity to put something in writing that the district is agreeing to that would really be a game changer for the entire district and neighborhoods throughout the city.

President Motzenbecker: The motion on the floor is to approve the CUP for the principal parking facility with the addition of the two recommendations they voluntarily agreed to by the Minneapolis Public Schools authored by Commissioner Schiff.

Aye: Mammen, Schiff and Wielinski

Nay: Cohen, Kronzer, Luepke-Pier and Tucker

Motion failed.

Commissioner Tucker: I will move the staff recommendation to deny all seven applications (Luepke-Pier seconded).

Ave: Cohen, Kronzer, Luepke-Pier, Schiff and Tucker.

Nay: Mammen and Wielinski.

Excerpt from the City Planning Commission Minutes **Not Approved by the Commission** October 29, 2012

Motion passed.